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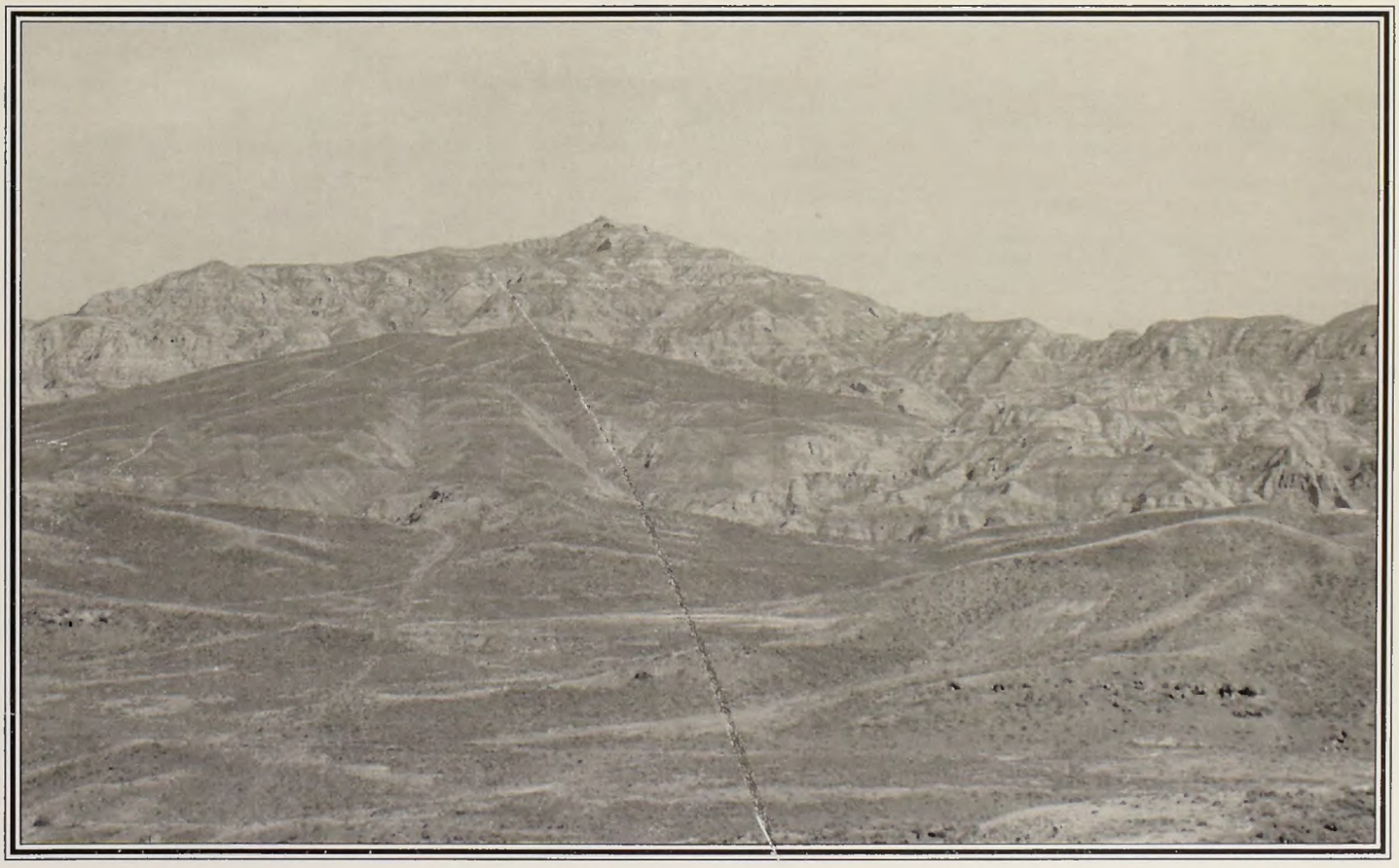
McCullough Peaks Travel Management Plan and Off-Road Vehicle (ORV) Route Designations



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United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Cody Field Office
P.O. Box 518
Cody, Wyoming 82414-0518

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Dear Interested Public:

Enclosed for your review and comment is the Draft McCullough Peaks Travel Management Plan and Off-Road Vehicle (ORV) Route Designations, and the associated Environmental Assessment (EA). The plan outlines a specific course of action to implement the ORV designation decisions that were made in the Cody Resource Management Plan (RMP). The Bureau of Land Management (BLM) Cody Field Office has assessed the public comments that were provided during the scoping phase of this planning process and used them in developing this Draft Plan and Environmental Assessment. Final plan approval will be documented in a Decision Record and final maps will be made available to the public upon completion.

The documents and maps are also available for your review and comment on the website www.wy.blm.gov/cyfo, at public libraries throughout the Big Horn Basin, and at the BLM Cody Field Office.

The BLM Cody Field Office would appreciate your comments, concerns, and suggestions. Written comments should be submitted to the BLM by May 31, 2004. Comments will be accepted at the BLM Cody Field Office, P.O. Box 518, Cody, WY 82414-0518 or by e-mail to cody_wymail@blm.gov. Individuals wishing to withhold their name or address from public review or from disclosure under the Freedom of Information Act, may request confidentiality by prominently stating so at the beginning of their written comments. Such requests will be honored to the extent allowed by law. All submissions from individuals identifying themselves as representatives or officials of organizations or businesses will be made available for public inspection in their entirety.

Thank you for your participation in this project. Any questions relating to this proposal should be directed to Stephanie Sironen at the BLM Cody Field Office, 1002 Blackburn Avenue, Cody, phone: (307) 578-5928, or by e-mail to Stephanie_Sironen@blm.gov.

Sincerely,

Michael J. Blymyer
Field Manager, Cody

Enclosures

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Introduction

Off Road Vehicle (ORV) recreation is becoming more popular and the public is increasingly looking to Bureau of Land Management (BLM) administered public lands throughout the west for ORV recreation and a variety of other recreation opportunities. This trend is expected to continue locally as population and tourism within the BLM Cody Field Office area continues to increase. In addition, advancements in technology have allowed increasing motorized access to previously inaccessible areas. Management of ORVs on BLM-managed public lands is necessary to address public and administrative access needs, protect resources, promote public safety, and minimize conflicts among the various uses of public lands.

For many years the term "off-highway vehicle" (OHV) has been used by the public, industry, and the BLM interchangeably with the term "off-road vehicle" (ORV). The term "off-road vehicle" has a legally established definition in the Presidential Executive Orders and the BLM's related 43 Code of Federal Regulations (CFR) 8340. Since this plan is part of the land use planning process, the term "off-road vehicle" (ORV) will be used.

Background Information

All BLM-managed public lands have ORV designations, in accordance with 43 CFR 8340 – Off Road Vehicles. The designation categories (in summary of the CFR definitions) include:

1. open – intensive ORV use, such as ORV play areas.

2. limited – travel is managed to meet resource management objectives, travel limitations may include areas that are limited to existing roads and trails, limited to designated roads and trails, or limited to a specific time, season, type, or amount of use.

3. closed – areas closed to all vehicle travel to protect resources, visitor safety, or reduce use conflicts.

The ORV designation decisions for the Cody Field Office were made in the Cody Resource Management Plan (RMP) in 1990 and in the amendment to the Cody RMP in 2000. The ORV management objective identified in the RMP is:

> *"To maintain or enhance opportunities for Off Road Vehicle Use while protecting or avoiding adverse effects of vehicular travel on other resource values."*

All BLM-managed public lands in the Cody Field Office area fall within one of the ORV categories of open, limited, or closed (Cody RMP map 9, pg. 31). These categories can only be changed through the land use planning process by amendment or revision of the RMP. The designation decisions are implemented on the ground through site-specific planning efforts, subsequent to completion of the RMP.

The ORV designation in the 119,839 acre McCullough Peaks travel management planning area is "limited to designated roads and trails." This designation decision was determined during the RMP planning process through an assessment of the resource values related to roads, trails and ORV travel. The designation is intended to minimize impact to fragile soils and Class II visual resources and is consistent with the special management designations in the area, including the McCullough Peaks Wilderness Study Area (WSA) and the McCullough Peaks Wild Horse Herd Management Area (HMA).

Purpose and Need

The purpose of the McCullough Peaks Travel Management Plan is to define and document a specific course of action necessary to implement the ORV designation decision of, "limited to designated roads and trails" in the McCullough Peaks area. The plan outlines on-the-ground actions and guidance that will facilitate an effective implementation process. The McCullough Peaks area has been identified as a priority for implementation of the ORV designation decisions due to the special management designations (WSA, HMA), previous agreements related to a land exchange, and increasing recreation use and public interest.

In 1994 the Carter Mountain/McCullough Peaks land exchange was finalized, resulting in ownership boundary adjustments in the McCullough Peaks area. This exchange facilitated construction of a route across public land, which connected BLM Road #1218 with BLM Road #1212, the route is now referred to as McCullough Peaks Road #1212. During the land exchange process, BLM committed to implement the ORV designations as a means to assist in reducing trespass on private land.

In 2001, the National Management Strategy for Motorized Off-Highway Vehicle (OHV) Use on Public Lands was completed, and in 2002, the National Mountain Bicycling Strategic Action Plan was completed. The two strategies provide national guidance and have emphasized travel management as a priority for all BLM Field Offices. This priority was recently re-emphasized by "The BLM's Priorities for Recreation and Visitor Services" that was completed in May of 2003.

The McCullough Peaks Travel Management Plan Environmental Assessment (EA) and an associated Decision Record (DR) will implement the Cody RMP ORV decisions by identifying, analyzing, and designating specific routes open for travel and approving the implementation actions outlined in this travel management plan.

Planning Area Description

The McCullough Peaks area is located northeast of Cody and southwest of Powell, Wyoming. The 119,839 acre planning area is bordered on the north by Park County Lanes 13 and 14, on the south by U.S. Highway 14-16-20, on the east by BLM Road #1213, the Whistle Creek Road, and on the west by the Shoshone River and Park County Road 3EX, the Sage Creek Road.

Map 1: McCullough Peaks Travel Management Plan Area shows the location of the planning area in relationship to the BLM Cody Field Office area.

Roads and Trails

An inventory of the roads and trails in the planning area was recently completed using GPS/GIS technology, aerial photos, and historic information. Map 2: The McCullough Peaks ORV Management Plan Area Draft Road Use Recommendations represents all routes known to exist as of August 2003. For the purposes of this plan, roads, trails and vehicle ways will be referred to as routes. Some routes in remote areas may exist that are not represented. The public open house meeting and scoping period provided the opportunity to identify routes the public is currently using that may have been overlooked during the inventory process. As such routes are discovered; they will be addressed as specified in the implementation section of this plan.

The BLM transportation system identifies primary roads on BLM-managed public land with BLM road numbers. BLM system roads have maintenance schedules and are subject to BLM road standards. There are four BLM system roads within the planning area: McCullough Peaks Road #1212, Whistle Creek Road # 1213, Whistle Creek Road #1213 Spur A, and Willwood Dam Road # 1211. Routes that are not identified as BLM system roads are available for use based on the ORV designation decisions in the area, but do not receive regular maintenance.

Wilderness Study Area

The McCullough Peaks WSA was established in 1980 and includes 23,930 acres of BLM-managed public land located in the northwest portion of the travel management planning area. The WSA was studied under section 603 of the Federal Lands Policy and Management Act of 1976 (FLPMA) and was determined to possess wilderness characteristics as set forth in Section 2(c) of the Wilderness Act of 1964. The area was included in the Grass Creek/Cody Wilderness Environmental Impact Statement (EIS), August 1990. The Wyoming Statewide Wilderness Study Report, Wilderness Study Area Specific Recommendations, a report completed in September 1991 recommended 8,020 of these acres for designation as Wilderness. The Interim Management Policy (IMP) for Lands under Wilderness Review (BLM Handbook H-8550-1) guides management of the WSA pending a decision by Congress to designate these lands as Wilderness or release them for other purposes. In accordance with the IMP, these lands are managed in a manner so as not to impair their suitability for preservation as wilderness. Based on the IMP, motorized and mechanized travel on routes (vehicle ways) in the WSA may be allowed as long as use of the routes does not impair wilderness suitability.

This is a unique area of rugged badlands with elevations ranging from 4,000 to 6,400 feet. The area offers opportunities for primitive, non-motorized recreation and outstanding opportunities for solitude. Prior to this implementation process, travel in the WSA was allowed on all existing vehicle ways.

There is one identified cherry-stem road along Deer Creek, meaning that the WSA boundary excludes the road itself for approximately one and three quarters miles from the BLM boundary (T. 54 N., R. 100 W., Sec. 7) to a reservoir (T. 54 N., R. 100 W., Sec. 24).

Monitoring has shown the beginnings of illegal ORV use in the area such as ATV hill climbing and vehicle travel in drainages. Designation of travel routes is necessary to ensure that this off-route travel does not continue to increase, leading to the establishment of new routes, or impairing the suitability of the area for designation as wilderness.

Wild Horse Herd Management Area

The HMA includes 109,814 acres of BLM-managed public land. A portion of the HMA is within the travel management planning area. Management of the HMA is guided by the Wild and Free-Roaming Horse and Burro Act of 1971, as amended, and the McCullough Peaks Wild Horse Herd Area Management Plan (1985).

The wild horse management objective in the Cody RMP is to:

> *"maintain the free-roaming nature of wild horses in a thriving ecological balance and to provide opportunity for the public to view wild horses."*

Recreation

The location of the McCullough Peaks area, in close proximity to the communities of Cody and Powell, makes it ideal for a wide variety of recreational activities. Popular activities include hiking, mountain biking, horseback riding, ATV driving, hunting, fishing, rock hounding, photography and study of the area archeology and history. The public and commercial outfitters use the area for big game, small game, and bird hunting. In addition to the general public, there are Special Recreation Permits that authorize commercial guided, recreational activities in the McCullough Peaks area.

Other Uses

The area roads are used by ranchers, grazing permittees, public recreationists, employees of Park County and BLM, utility companies, private landowners, and companies with communication towers, pipelines, power lines, and associated rights-of-way in the area.

Goals and Objectives

- Provide access for a wide variety of recreational activities on public lands.
- Provide administrative, commercial, and private land access where necessary.
- Discourage and reduce trespass on adjacent private lands.
- Protect and restore resource values and prevent the creation of new, unauthorized routes, especially in the Wilderness Study Area.
- Provide clear information to facilitate compliance with route designations.
- Identify future planning needs and opportunities related to travel management.

Criteria

Cody Field Office – Criteria for Consideration of Route Designations

Routes that provide access to existing rights with access needs such as rights-of-way (R/W), easements, private land, state land, Bureau of Reclamation (BOR) land, etc.

Routes that provide known access needs for maintenance of range improvements, law enforcement, commercial operations, or other administrative activities.

Routes identified on the BLM transportation system.

Routes that provide access to large blocks of BLM administered public land or serve as important connecting routes.

Routes that provide access for recreational activities or unique motorized recreational opportunities for both public and commercial activities (opportunities may include wild horse, wildlife and scenery viewing, scenic lookout points, hunting, ORV driving, etc).

Cody Field Office – Criteria for Consideration of Route Closures

Routes causing unacceptable resource damage, erosion, or route proliferation that are not manageable. (i.e.: wash outs, deep ruts, detours)

Routes through soils that are easily damaged, riparian areas, or areas highly susceptible to resource damage.

Multiple routes to the same location.

Routes that are naturally re-vegetating, are no longer used, or are no longer physically present.

Routes that have a high potential to negatively affect T&E or sensitive wildlife species or limited and important wildlife habitat. Routes that have a high potential to encourage harassment or disruption to wild horses or wildlife.

Routes that are determined to pose a safety hazard to the public.

Routes causing conflict between motorized and non-motorized recreation, consider routes within the semi-primitive non-motorized segment of the planning area.

Vehicle ways that are located within the Wilderness Study Area (WSA), but are not shown on the WSA inventory map (unauthorized or illegal routes).

Routes which may adversely affect areas of cultural or religious concern for Native Americans.

Routes which may be adversely affecting sites which may be eligible for the National Register of Historic Places.

Action Items

Maps

Objective: Produce an official travel management map to document route designations.

- An official McCullough Peaks Travel Management Map will identify the designated routes. The official map will be based on Map 2: McCullough Peaks ORV Management Plan Area Draft Road Use Recommendations. The map will be created using Arcmap and GIS technology. Routes will be designated as follows:

  Open - routes will be designated as open for motorized vehicle use.

  ATV and Non-Motorized Use Only – routes will be limited to ATVs such as four wheelers and motorcycles. These routes will be closed to full size motorized vehicles. The routes will begin at adequate turn-around/unloading points that will need to be determined on-the-ground during implementation.

  Administrative Use Only – routes will be limited to authorized vehicles only for purposes such as accessing private land, administering grazing allotments, or conducting maintenance or installation of range improvements. Additional administrative use may be granted on a case-by-case basis with approval from the BLM authorized officer.

Closed – routes will be closed to all motorized vehicle use. Where appropriate, these routes will be obliterated through reclamation efforts, others will be left to natural re-vegetation. Routes not specifically designated for use on the official travel management map will be closed to vehicle travel.

Non-motorized travel - hiking, mountain biking, and horseback riding will be allowed on all designated routes including "Open", "ATV and Non-Motorized Use Only", and "Administrative Use Only", and on existing routes that are "Closed" to motorized vehicles, but have not been physically reclaimed. All forms of travel will be restricted from "Closed" routes or the portions of "Closed" routes that are physically obliterated by reclamation efforts such as re-contouring and re-seeding until reclamation is complete and all signs are removed. Non-motorized, cross-country travel will be allowed if the use does not result in the creation of new routes or otherwise cause resource damage. Non-motorized use will be managed in accordance with 43 CFR 8364 – Closures and Restrictions and 43 CFR 8365 – Rules of Conduct.

Over-the-Snow Vehicles – Use of motorized vehicles for travel over-the-snow would be subject to the same requirements and limitations as all other vehicles, and subject to the route designations, as specified in this plan.

- Identify all BLM system roads with assigned BLM road numbers. Submit any necessary updates or changes to the Worland Field Office for revision of the system road inventory.

- The official McCullough Peaks Travel Management Map will be provided to the BLM Wyoming State Office for inclusion in future revisions or reprints of the 1:100,000 land status maps.

- The official map will be displayed at the BLM Cody Field Office and copies will be provided to local agencies and organizations that provide information to the public, such as the Forest Service, Game and Fish, Chamber of Commerce, Buffalo Bill Dam Visitor Center, and others as necessary.

- A handout with the official map will be produced for distribution to the public and will be posted on the BLM Cody Field Office website. Refer to the Education and Information section below.

- The official map will be updated as necessary to reflect any modifications or additions, as described in the Implementation section below.

- Information about the route designations, signs and markers will be incorporated into the Wyoming State ORV Program Maps as they are produced.

Signs and Markers

Objective: Identify the designated routes on-the-ground in a clear and consistent manner to facilitate compliance and enforcement of the route designations.

Note: Sign design, color, and placement will be considered to reduce potential impacts to visual resources. As compliance with route designations increases, and some signs are found to be unnecessary, the signs will be removed.

- Information signs will be placed at each main entry point onto BLM-managed public lands in the McCullough Peaks area, as shown on MAP 3: Sign Locations. The information signs will include a map of the area showing the designated routes and an explanation of the route marker system. Information will be incorporated to explain the importance of ORV designations and their link to protecting and restoring resource values such as: reducing soil erosion, reducing weed spread, improving water quality and improving wildlife habitat. Each sign will also provide tips for low impact ORV use and outdoor ethics, such as the principles of Leave No Trace and Tread Lightly!

- Information signs will be placed at each main entry point into the WSA, as shown on MAP 3: Sign Locations. The signs will include an explanation of the WSA designation and reminder of the ORV designation, "limited to designated routes".

- Route designations will be marked with brown flexible markers with standard decals as follows:

    - Designated "Open" routes will be marked with "Designated Route" or white arrow decals at intersections and periodically along the route as necessary to indicate routes that are open for vehicle travel.

    - "ATV and Non-Motorized Use Only" routes will be marked with standard ATV symbol decals, indicating that the route is closed to full size vehicles.

    - "Administrative Use Only" routes will be marked with standard "Administrative Vehicles Only" decals.

- Closed routes will be marked with "No Motor Vehicle" or "Route Closed" decals with standard vehicle symbols. As closed routes heal through natural re-vegetation or reclamation efforts, and markers are no longer necessary, they will be removed. Closed route markers will remain where necessary for resource protection or public safety.

- Where there is a potential for an open route to be extended past its current end point by vehicle travel, "Motorized Route Ends" decals may be used.

- "Entering and Leaving Public Land" and "Private Land Ahead" markers will be placed where necessary along the boundary of public land as shown on MAP 3: Sign Locations. Placement of additional markers may be considered at the request of private landowners.

Education and Information

Objective: Provide clear and consistent information related to the route designations and the implementation process that will help ensure public understanding and compliance with the designations.

- A one page, double sided handout showing the route designations and other travel management information will be developed and disseminated to the public. The handout will include information related to low impact ORV use, protection and restoration of resource values, prevention of spreading noxious weeds, and outdoor ethics, such as the principles of Leave No Trace and Tread Lightly!

- News releases will be prepared for key phases of the travel management planning and implementation process, to be published in local newspapers and posted on the BLM website.

Barriers

Objective: Use physical barriers, if necessary, to discourage use and allow rehabilitation of closed routes.

- Natural barriers would include soil berms, rocks or boulders, or vegetation placed to prevent travel on closed routes.

- Fences and gates may be used where natural barriers are not feasible or effective, or where occasional administrative travel may be required on "Administrative Use Only" routes.

- Gates on "Administrative Use Only" routes may be locked if determined to be necessary by the authorized officer.

Rehabilitation

Objective: Apply rehabilitation techniques to closed routes, where necessary to speed the healing process, discourage use of closed routes, and minimize the impact on visual resources.

- Rehabilitation actions will be determined according to the following options:

    1. Leave route to natural re-vegetation, route is not currently visible, no need to sign.
    2. Sign route and leave to natural re-vegetation.
    3. Sign route and reclaim the portion of the route that is visible from all intersections with open routes.
    4. Sign route and reclaim the entire route.

- Seeding will be done where necessary to aid rehabilitation of closed routes. Appropriate seed mixtures will be selected for each site based on individual site conditions. Native species only are allowed for reclamation within the WSA. Seed mixtures would be selected from native species that would include but not be limited to:

Species	
western wheatgrass	needle-and-thread grass
bluebunch wheatgrass	squirrel tail
Indian ricegrass	winterfat
green needlegrass	bottlebrush
fourwing saltbush	scarlet globe mallow
native vetch	western yarrow
Gardner's saltbush	sainfoin

- Recommended reclamation techniques include ripping the road surface with a small dozer to break up compacted soil and allow maximum snow and rainfall retention. Broadcast seeding would generally be done in the fall. After the seed has been distributed uniformly over the area by mechanical broadcasting devices, the ground would be raked or dragged to cover the seed. After the first year, seeded areas would be fertilized if seedling establishment is sparse. Techniques such as hydraulic seeding, seed drilling, mulching, water barring, pitting, roughening, contour furrowing, or similar methods may be used as appropriate on a case-by-case basis.

- Recommended reclamation techniques within the WSA would be subject to the IMP. "Reclamation activities designed to minimize impacts to wilderness values created by IMP violations and emergencies" are listed as permitted exceptions to the nonimpairment criteria (H-8550-1 CH

I.B.2.). Application of appropriate reclamation techniques within the WSA would be determined on a case-by-case basis.

- Weed treatment and control measures would be implemented as needed to promote revegetation with native plants and prevent any new weed establishment and/or control of existing weed sources.

Monitoring

Objective: Identify specific actions, including timeframes, methods, and anticipated resource needs for environmental monitoring.

- Traffic Counters have been in place throughout the McCullough Peaks planning area since March 2002. These counters will be maintained and the traffic counts will continue to be documented for a period of at least one year. This documentation will provide a picture of the overall vehicle travel in the area.

- Cody BLM employees and volunteers will be encouraged to use the ORV Observation report booklets while in the field to document vehicle use and assist in monitoring and compliance.

- Photo-monitoring points will be established in key locations to monitor implementation actions and their effectiveness. Example photo points are: known areas where cross-country travel has occurred, closed routes, rehabilitation projects, known erosion areas, and areas of good road quality for future reference. Photo monitoring points will be documented using GPS and a monitoring schedule will be established.

- The monitoring data collected would be used to assess the effectiveness of the plan and associated implementation actions. Closed routes would be monitored for signs of use, rehabilitated routes will be monitored to determine effectiveness of seeding and water drainage, and the plan area will be monitored for sign conditions. Modifications to the plan would be considered if monitoring indicates that the goals and objectives are not being met.

Enforcement

Objective: Identify specific actions, including timeframes, methods, and anticipated resource needs for compliance and enforcement related to the route designations.

- Law enforcement efforts will be implemented in stages, beginning with warnings and progressing to citations upon full implementation. Emphasis will be placed on self-regulation by user groups.

- Upon full implementation, citations will be as follows:
    - First offense will usually result in a collateral forfeiture citation.
    - Second offense will usually result in a court appearance.

- The McCullough Peaks would be identified as a priority/emphasis area for law enforcement patrol following initial implementation as time and staff allows. Educational efforts would be encouraged by staff conducting field work.

- Increased patrol would be implemented in areas where monitoring efforts detect non-compliance with route designations.

Maintenance

Objective: Document maintenance standards and needs.

- The current maintenance standards for each designated route will be documented and modifications will be identified and recommended if necessary.

- Maintenance of open roads, ways, and trails will be done to minimize soil erosion and other resource degradation. This maintenance will be done on a case-by-case basis by requesting assistance from the BLM Worland Field Office zone operations staff.

- Maintenance procedures and schedules will be developed for signs and markers. This will include anticipated replacement needs. A sign inventory and photo database will be created to facilitate tracking of sign maintenance.

- Maintenance procedures for physical barriers will be developed.

- BLM coordination with Park County Weed and Pest would continue for weed treatment and control efforts.

Implementation

Objective: Implement the action items specified in this plan in a consistent and timely manner.

- Initial implementation will be in the summer of 2004, with additional signing and rehabilitation completed in subsequent years as funding and workload allow.

- Implementation of the "signs and markers", "barriers", and "rehabilitation" actions identified in this plan will be based on the following priorities, as shown on Map 3: Sign Locations and Map 4: Proposed Rehabilitation Implementation:

    1. Routes leading into private land (phase 1)
    2. Routes within the WSA (phase 2)
    3. All other routes (phase 3)

- Limited motorized cross-country travel, or exceptions to the route designations on BLM-managed public lands may be allowed for certain permitted uses and administrative uses as defined in 43 CFR 8340.0-5(a). Such use will be at the discretion of the authorized officer and determined on a case-by-case basis. Authorization for exceptions to the ORV designations for permitted uses will be documented in the respective permit files. Exceptions may also be granted by the authorized officer for certain pre-permit activities (ie: geophysical exploration). Verbal authorizations will be documented in writing. Vehicle use in the WSA is subject to the Interim Management Policy.

    - 43 CFR 8340.0-5 Definitions.
      (a): *Off-road vehicle* means any motorized vehicle capable of, or designed for, travel on or immediately over land, water, or other natural terrain, excluding:
      (1) Any nonamphibious registered motorboat;
      (2) Any military, fire, emergency, or law enforcement vehicle while being used for emergency purposes;
      (3) Any vehicle whose use is expressly authorized by the authorized officer, or otherwise officially approved;
      (4) Vehicles in official use; and
      (5) Any combat or combat support vehicle when used in times of national defense emergencies.

- Authorized exceptions to the ORV designations would be included as a statement in the appropriate NEPA documentation and in the permit stipulations, identifying the authorized route exceptions or locations of cross country travel.

- Modifications or additions to the route designations would be done through an appropriate level of environmental analysis and NEPA documentation with a statement, "this document amends the travel management plan to include the following described route in the appropriate road use category".

- Modifications or additions to the route designations may be necessary to address proposals for new routes associated with rights-of-way or other permitted activities on public lands; to address future public access needs, or changing resource concerns; or to address the appropriate management of existing routes that are not represented on the inventory map. Any proposed changes would be subject to review and determination based on the goals and objectives and route selection criteria in this plan.

- Determination of the appropriate route designation and future management responsibilities for any new routes that are authorized would be documented as a condition of issuance of the permit or right-of-way.

- The official Travel Management Map will be updated as needed to reflect any approved modifications or additions. The revised map will be posted in the BLM Cody Field Office and will be available for distribution to the public.

- Additional guidance for management of motorized vehicles on BLM-managed public lands is available in the Wyoming BLM's ORV Policy Statement of February 1984. That document will be replaced with the Wyoming Off-Highway Vehicle (OHV) Strategy upon its completion.

Specific Projects

Objective: Throughout this planning process, potential travel and access related projects were identified. The objective of this section of the plan is to document the projects to be implemented with this plan and the ideas for future consideration through the appropriate planning processes.

Projects to be implemented upon approval of this plan:

- Pursue funding for implementation of this plan through the BLM Budget Planning System.

- Pursue opportunities to involve volunteers and local clubs in implementation efforts; consider holding volunteer special events in the area to emphasize education and self regulation of recreation groups.

- Improve a vehicle turn around point (T. 53 N. R. 98 W. Sec. 34) on the Whistle Creek Road BLM Road # 1213 to enhance visitor safety and wild horse viewing opportunities. The turn around point would be constructed during regular road maintenance conducted by the BLM Worland Field Office zone operations staff. An area approximately 55 feet by 120 feet would be bladed to create a level parking and turn around area designed for vehicles to pull into and then back out. Appropriate runoff and erosion control measures would be incorporated.

- Develop an interpretive sign for the vehicle turn around location on the Whistle Creek Road BLM Road #1213.

Projects ideas for future consideration:

- Coordinate with Equity Oil Company to authorize the locked gate in the following location (T. 54 N., R. 100 W. Sec. 21).

- Re-route the road to the communication towers (T. 53 N., R. 100 W., Sec. 12) to improve the road grade. Add this road to the BLM transportation system to receive regular maintenance. Consider the need for a locked gate in this location.

- During the upcoming revision of the Cody RMP, consider the need to expand the "limited to designated roads and trails" designation to include BLM administered public land east of BLM Road #1213, the Whistle Creek road and west of U.S. Highway 32.

- During the revision of the Cody RMP, consider opportunities to designate one or more ORV "open areas" within the Cody Field Office Area.

- Pursue a wild horse viewing interpretive site located in T. 52 N., R. 98 W. Sec. 18 SE1/4 (former gravel pit). This would provide an easily accessible viewing location along U.S. Highway 14-16-20 and would address safety concerns with traffic congestion along the highway; this is a possible Challenge Cost Share budget proposal.

- Consider additional locations for interpretive sites, turn around areas, and wild horse viewing areas.

- Pursue easements across private land where necessary to ensure future public access to the McCullough Peaks area.

- Coordinate with the Wyoming Game and Fish Department regarding potential river access points along the east bank of the Shoshone River.

- Consider the need for development of trails or trailheads in the planning area for non-motorized uses such as hiking, horseback riding, or mountain bicycling.

Maps

Map 1: McCullough Peaks Travel Management Plan Area

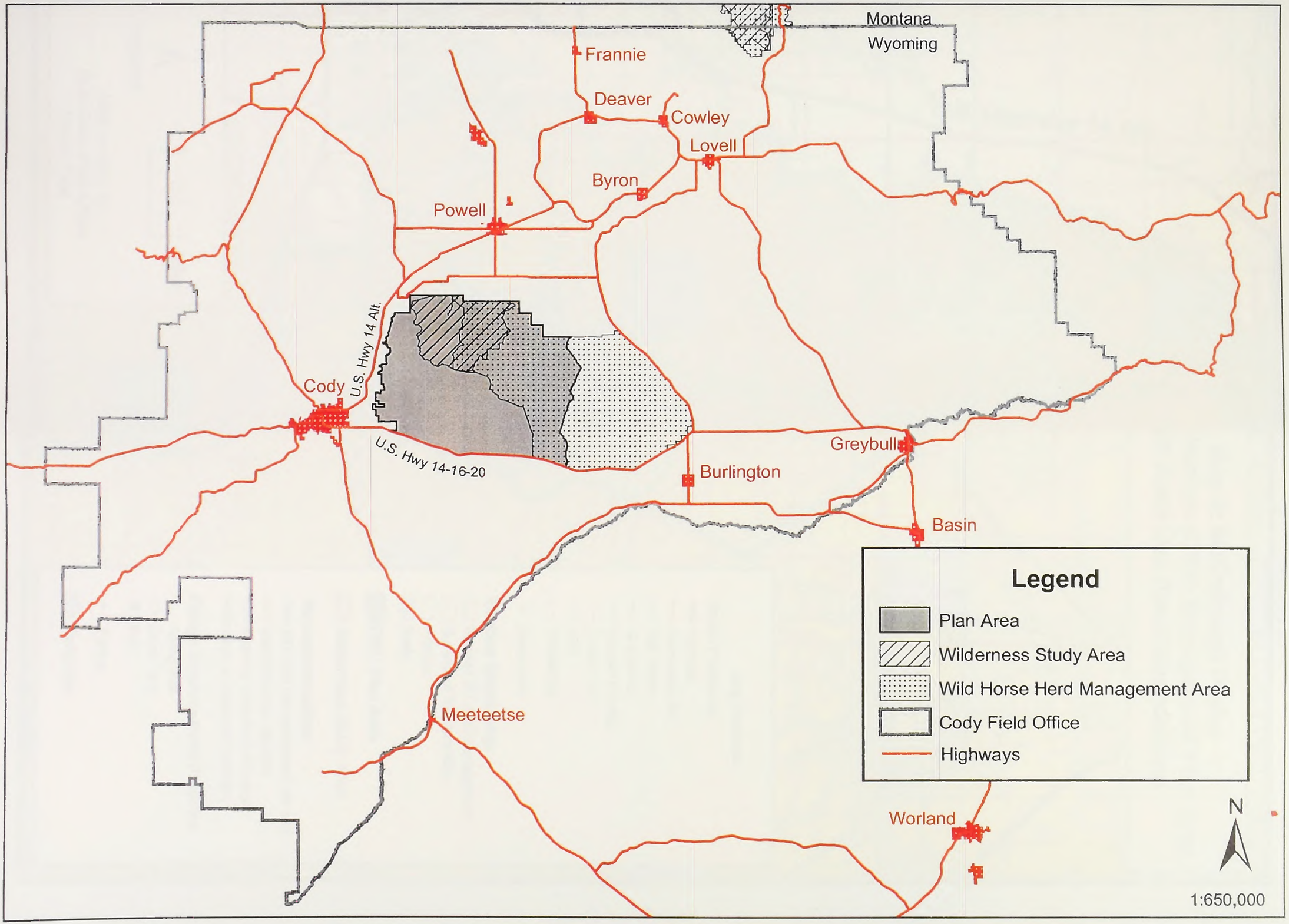
Map 2: McCullough Peaks ORV Management Plan Area Draft Road Use Recommendations

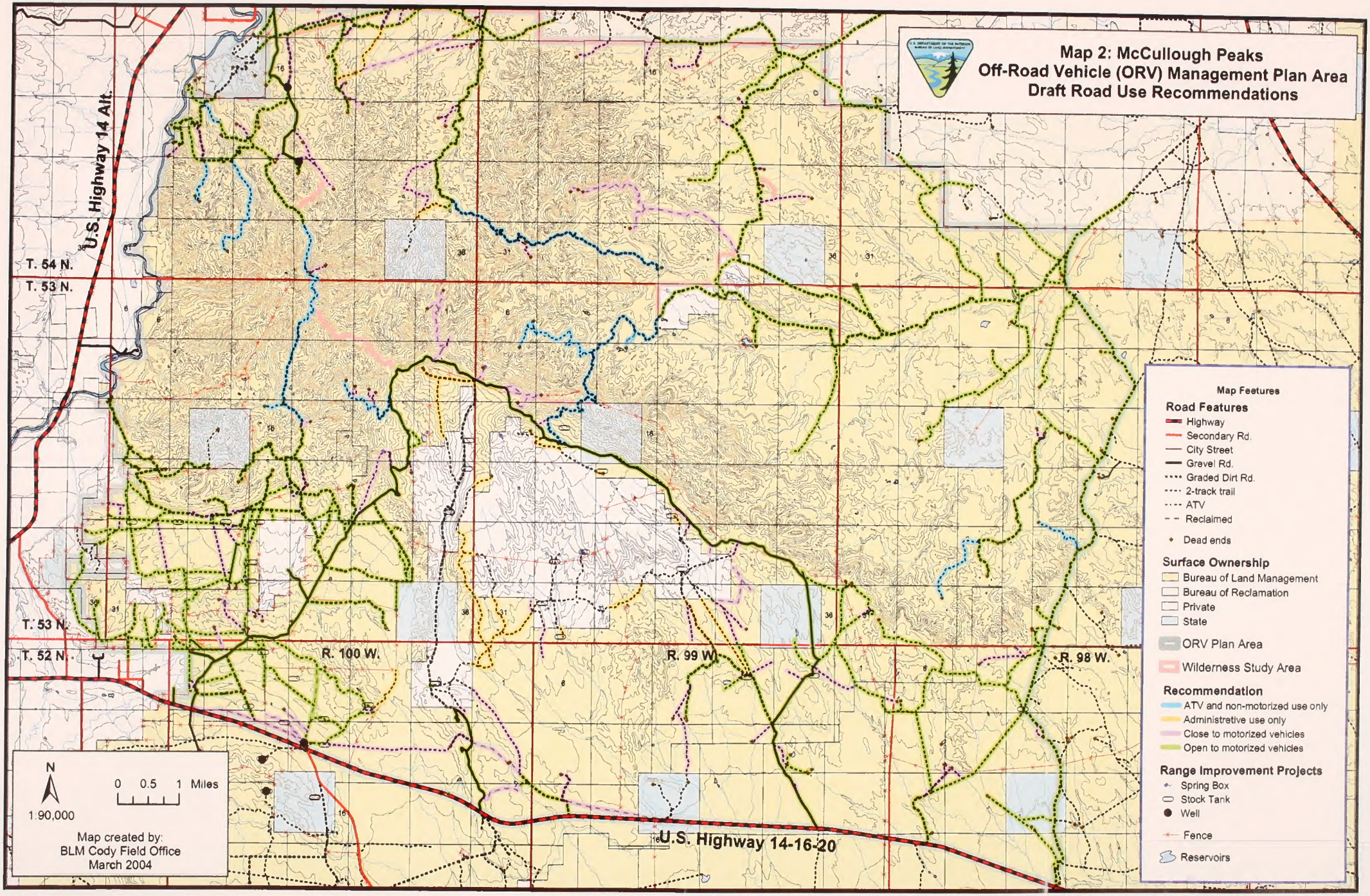
Map 3: Sign Locations

Map 4: Proposed Rehabilitation Implementation

Map Created by:
BLM, Cody Field Office
March 2004

Map 1: McCullough Peaks Travel Management Plan Area




Map 2: McCullough Peaks
Off-Road Vehicle (ORV) Management Plan Area
Draft Road Use Recommendations
U.S. Highway 14 Alt.
T. 54 N.
T. 53 N.
T. 53 N.
T. 52 N.
R. 100 W.
R. 99 W.
R. 98 W.
U.S. Highway 14-16-20
Map Features
Road Features
Highway
Secondary Rd.
City Street
Gravel Rd.
Graded Dirt Rd.
2-track trail
ATV
Reclaimed
Dead ends
Surface Ownership
Bureau of Land Management
Bureau of Reclamation
Private
State
ORV Plan Area
Wilderness Study Area
Recommendation
ATV and non-motorized use only
Administrative use only
Close to motorized vehicles
Open to motorized vehicles
Range Improvement Projects
Spring Box
Stock Tank
Well
Fence
Reservoirs
N
0 0.5 1 Miles
1:90,000
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BLM Cody Field Office
March 2004

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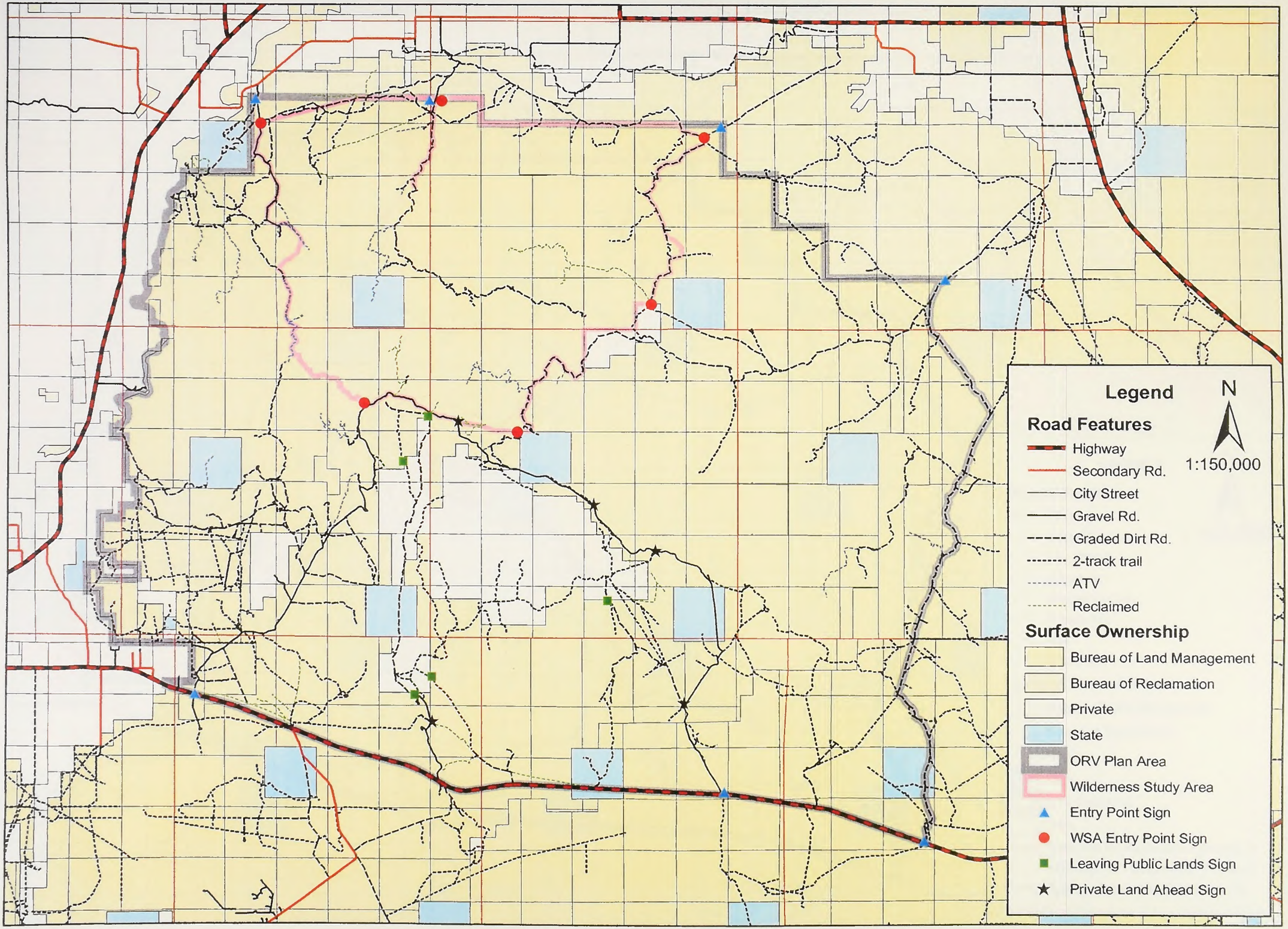
March 2004

Map 3: Sign Locations



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Map 4: Proposed Rehabilitation Implementation